## WESTERN UNION'S SIDE OF IT.

IT LOOKS AS IF A TELEGRAPH DEAL

patches that Passed Botween Dr. Groos and Mr. Pender-Western Union Would Pay Only Cost Price for the B. & O. Lines The Western Union Telegraph Company furnishes for publication the entire cable cor-respondence between the officers of the company and Messrs. Garrett and Pender relative to a proposed arrangement between Western on and the Baltimore and Ohio Telegraph Company. The company makes the correspondence public "to correct the impression made by Mr. Robert Garrett's cable card in yesday morning's papers." By way of supplement to the despatches an officer of the Western

"The subject of an amicable arrangement between the two companies was first suggested by an authorized representative of the Baltimore and Ohio, who called upon Dr. Green. The Western Union in reply demanded something tangible in the way of facts and figures, and also a written offer. Nothing further was done until Mesers. Garrett, Field, and Pende met in London. Mr. Pender wrote to Dr

Mos. John Pender, M. P., London;
Tour letter received. We had same form of deal with Bailimore and Unio Telegraph Company suggested here, but no figures proposed. Difficult for us to propose figures without data. Cannot Bailimore and Ohio Telegraph Company give order to admit examination of revenues and expanses?

Prevenues and expenses?

Dr. Norwin Overn, New Fork:

Loupow, July 14, 1985.

The morning I received your telegram Garrett had left for Faris. I did not, therefore, see him. He left a memoracian for he which amount body and the left a memoracian for he which amount body and the Western Union Telegraph Co. Inswerment that the Western Union Telegraph Co. Inswerment that the milespect the Saltimore and Ohio Telegraph Co. to-day was in excess of what the Atlantic and Pacific and the American Union were together at the time they were absorbed by Western Union Telegraph Co. He seems to take this as a hasia. Do you see your way to deal with him on this ground, or even at a considerably modified price? JULY 18, 1986.

Hon. John Pender, New York:

We could not think of a deal with Garrett on anything like the heats of the American Union four years ago. He has no such amount of property. We cannot go beyond the soci value of the property as a basis. LONDON, July 31, 1885

Dr. Green, London:

It is reported here that Western Union Telegraph
Company and Baltimore and Ohio Telegraph Company
have come to a settlement. Is there any truth in this?

I start for Hamburg on Tuesday, on my way to Berlin,
and shall see Uarrett. Is there anything I can do reyou with him in the matter?

I THE SERVESS. s. John Pender, M. P., London:
ol true. ho progress made with Baltimore and Ohio
sgraph Co. here, nor any pressure being made. We
istand on a liberal cost value as basis, while indicais are that Baltimore and Ohio Telegraph Co. exacus
to profits. Do no think best to arge it. Gazza.

Dr. Novem Green, New York:

Dr. Novem Green, New York:

Shall see Garrett at Hamburg, and will let him know
Fanpan. Ava. 5, 1885,

Ron. John Pender, M. P., London:

I do not think it best to press Garrett with any urgency. We are not more auxious than he is to reach conclusion, but I am satisfied we are a long way apart in views as to terms. He wants a handsome profit on his investment, which we cannot afford to concade even for the temporary advantage it might afford. It would only stimulate a new enterprise for the same result. There must be an end to taking in at a profit. I fear is will take some time and discussion to convince him that we must maintain that position.

Area 10 1880.

mast maintain that position.

Dr. Novels Green, New Fork:

I observe that Western Union companies have advanced from about fifty-two to sixty-eight, and a considerable portion of this advance has taken place since Field and I had an interview with Garrett. I am told it sunderstood in America that at that interview, and there was but that one, it harvest atrongly urged upon the satisfier state of things with the land lines. This is untrue, and it is only fair to Garrett that is should let you know thie, as it is evident to me that the information you have got elsewhere is not correct, and that you should let the public know the real facis of the case. Garrett has been perfectly straight with me in all this business, and since I came to Hamburg he has read me extracts from his latters showing the exagnerated statements going about other side which justify me sending you this telegram.

Ava. 11, 1885.

lines on the other."

You further say in that letter "that if the idea conveyed in the enclosed memorandum is entertained by you and your friends. I believe business could be done, and is that case it would be very desirable you should come over to London while Garrett is here." The memorandum referred to is marked confidential, but as showing a tangible overture from Garrett through you, I ask your permission to give it to our shareholders. Mr. Garrett's oable card arraigns us for misrepresenting his position, and puts us on the defensive when we have told nothing.

These despatches also passed:

Tam invited to meet Garrett at Pender's house Sat-urdsy morning, to talk over telegraph matters. Garrett says that he can arrange with Mackay so as to settle the Naw Your, June 19. Field, London:

Field, London:
I can only repeat what I cabled you the other day in reference to Mr. Garrett. His company are losing over \$850,000 per month in their telegraph business, and it is only a question of time when it will carry down the Baltimore and Othe Company. This opinion is concurred in by the shrewdest bankers here.

In by the shrewdest bankers here, GOULD.

Jay Gould, Irvington-on-Hudsen, New York: July 11.

Saturday. From all I hear I think that Garrett and Backsy are sick of the rinvestments in telegraph property, and would like to come to some arrangement with Please let me know if there is say thing that I can do here before I sail on the 8th of August. The Anglo-American directors meet on the 17th, and the sharsholders on the 31st inst.

Pield. London:

I have your message. The situation with the opposition companies is getting more desperate all the time. The American Rapid Co. has thrown up the sponge, and at the request of the receiver, with the approval of the Court, the Western Union Co. has undertaken to operate its lines. What remains of the Bankers' and Mercusuit's Co. is advertised for anie. A general air of bankruptey haings over them all, and I believe that the Baltimors and Ohio Co. is little better than the rest. If, h wever, Mr. Garrett is willing to let the auditor of the Western Union Co. examine the hooks of the R and O. Tel. Co., we will go through the figures with a view to a deal on the actual condition of this business. We are now without any reliable data as to their business beyond the current belief that they are losing fifty thousand dollars gor mouth.

Lozpos, July 12. Jay Gould, Irvington, N. Y.:

Thanks for your cable. I agree with all you say, and will see Pender and others to-morrow. It is perfectly evident to me that Garrett is very anxious about his Pikib.

New Your, Aug. 4, 1885.

Firld, London:
Russell Sage says he thinks it desirable that you get all information possible from the President of the Battmore and Ohio Mailroad Company about his telegraph company, and his best offer of settlement or sale, and bring it with you.

[Norm.-Wr. Harris is Mr. Field's private secretary.]

The Baltimore and Ohio furnishes the follow-

Telegrams received. Sont you short request I received by cable from New York. Advise you to communicate with Russell Sage any answer you wish to make. Know yothing of any lies or any other reports circulated in New York regarding you and myself. You certainly did tell me you wished to make some natisfactory arrangements and settle telegraph war. Hope will have peace and plenty, instead of war and poverty.

and plenty, instead of war and poverty.

Mr. Garrett says of this despatch: "Should have forwarded this before but for errors meesage between Barnard myself."

A director of the Western Union intimated that the stockholders of that company would not require Mr. Pender's services as a director after the next election, owing to the part he had taken in this matter. His plan, it was said, was apparently to use Mr. Garrett to make as good a deal as he could with the Mackay-Bennett Cable Company, and in turn help Garrett make the best deal he could with the Western Union.

The will of the late Oyrus H. Loutrel is to be contested. Objections were flied yesterday on behalf of Frank Demarcet Sniffen, infant son of Mrs. E. Duncan Sherman W. Knevals has been appointed special guardian of the infant to prosecute the suit. The ground of the contest is that Mr. Louirs' was not capable of making a will and was subject to undue influence. Mr. Louirs' inmáes a codici altering the causes of the will which referred to his daughter after the assaudal which ended in her divorce from her husband. Isaao Odell has been appointed administrator pending the contest.

Judge Barrett, in Supreme Court, Chambers leish put his daughter in the care of his brother-in-Carl Reuter, it being agreed that the child should returned upon demand. Mr. Reuter left Germany h the child without notifying the father, and came his country. The child was given to its father yea-lay, but it made a great disturbance before it would we Mr. Reuter, and finally the father was compelled early his daughter away in his arms.

The Custom House School Beard. The four examiners at present composin Thursday at the Appraiser's office for the examination of candidates for the offices of examiner of machinery a.d examiner of chamicals, and of Appraiser's clerks who want promotion. For some reason none of the cambinges in the Appraiser's office has entered the compilities for the azaminerships.

## TO THE PUBLIC.

ompanies to make satisfactory arrangements with the Postmaster-General for the carriage of outward United States make destined for foreign norte has given yies to so much misstatement and misapprehension that it is deemed proper at this juncture to represent the situation so that the merits of the controversy may be fully

At the second session of the Forty-seventh Congress joint select committee on American shipping, composed of Senstors and Representatives and of leading mem-bers of both parties, after spending many months is an examination of the subject of mail compensation, unanmonsly reported as follows:

imonsly reported as follows:
"The law, as it exists (section 2,978 Rev. Stat.), com-pais the master of every American vessel angaged in the foreign trade to carry such United States mails as may foreign trade to carry soon United states main as may be tendered him by the Post Office Department, and allows him as compensation for such service a sum not exceeding two cents per letter carried. In no case is this an adequate compensation, and in some instances it does not pay the cost to the vessel of delivering the mails at not pay the cost to the vessel of delivering the mails at the Post Office in the port of arrival. The pay to United States vessels in the foreign trade for transporting the mails in 1880 was only 2½ conts per mile, while at the same time the steamers on our coast, which contracted to carry the mails, received 57½ cents per mile for mail service. The contrast between our imadequate mail pay to American vessels engaged in the foreign trade and the very liberal mail pay given by Great Britain to her steamship lines, only pay given by overal striant to ner scenario interest, only serves to show more clearly the injustice and lack of wisdom of our policy. Since 1840 England has paid more than \$250,000,000 for mail service, with the delib-erate purpose of establishing and maintaining steamship lines to connect the United Kingdom with all ports of the world. Even in the last year she paid about \$3,000,-000 to her steamship lines for mail service, which was \$1,641,500 more than she received from mail matter

This report calls general attention to the remarkable can ship bound to or from a foreign port should obtain a clearance until it had waited for and had taken on board any mail which should be offered it either by the United States Government or any of its representatives, so that American steamship companies were obliged to call for mails at all Post Offices at ports of departure, and to de-liver them at all Post Offices at the ports of entry at the

expense of the steamship.

The payment which the carrier was entitled to receive The payment which the carrier was entitled to receive was two cents per letter, irrespective of the weight of the letter or the distance it might be transported, or, at the option of the Government, the carrier might receive the sea postage, amounting to about 1% cents per half cance—this payment-being also made without regard to the extent or character of the service rendered.

The result of these unconstitutional provisions, whereby private property was taken for public use without any process of law, and without lawful compensation, and by which stamphin owners were compelled to render a

which steamship owners were compelled to render a service for the Government without having any voice in the matter whatever, was so repignant to every notion of fair play and justice, that after fail discussion and abundant deliberation all laws and parts of laws that compulsorily required American ships to receive mail matter on board were by the unanimous vote of both branches of Congress abolished by the provisions of the Dingley bill, which repealed some other onerous burdens resting upon American commerce in the year 1894. All other sections of that bill went into operation press purpose of enabling Congress at the last ression to adopt some general legislation upon the subsubsidised—nor to American ships engaged in the ocas ropean mails, foreign steamers earned from the United States Government, in some instances, as much as eighty cents per mile for mail service performed by them, and a mile, while, at the same time, the Government paid

compensation of the principal railway routes was from \$375 to \$1,155 per mile per annum, and that of the routes of smaller importance from \$45 to \$350 per mile per annum; that of the thousands of railway routes only 200 or \$00 carned the compensation paid by the Govern-ment, and that it was likewise true that 13 a great majority of cases postage on the mails carried on the rail-roads fell very far short of reimbursing the Government for the cost of service over them; that in the payment for internal steamboat service upon star routes, stage coaches, and other means of transportation, millions of dollars were yearly expended, for which, probably, in no single instance was the Government compensated by the postage received.

It seemed to be generally conceded that the service to

be rendered by American ships, engaged in the foreign sais of the distance actually traveled, rather than upor the basis of the amount of mail actually carried, for the ollowing, among other reasons:

(1.) American mail carriers meet with the competition of foreign ships usually heavily subsidized, and al operated at far less expense than American ships could be, the latter being obliged to pay larger wages to off.

(2.) American ships, which contracted to carry the (a) American solps, which contracted to darry the mails, would probably be obliged, by the terms of their contract to perform the service at prescribed rates of speed, and at specified and regular days, so that the transit should be performed by them whether freight and passenger traffic were obtained or not. (3.) Unlike railroads, which can and do build up large

tween termini, the mail-carrying steamship, besides running much greater risks than a railroad, must rely solely on its through business, and can make no cara-ings but only large disbursements during trips, which, in the case of ships engaged in the Australian and Chinese trade, cover a period of twenty-six days.

(4.) The mileage basis is that which has been assumed by all the leading nations in making contracts of a simi-Finally. The weight of mail or number of letters car-

ried, itwas conceded, was no fair criterion of the amount of payment to be made since the amount of mail matter carried to Central and South American, Maxican, Pa-cific, and South Pacific ports, the places with which it was most desirable that commerce should be main-tained, would necessarily for many years be compara-tively small, while the distance traversed would be very

These reasons appeared so cogent that when the Ding-ley bill was originally reported in the Senate by its Com-mittee of Commerce in 1883, that committee unanimonaly recommended that the Postmaster-General b eacesding one dollar a mile for the trip outward and in-ward, and this provision passed the Senate after several days of discussion by a vote of 45 to 11. The bili faile to become a law at this session, owing to lack of time.

At the last session of Congress the Special Committee on Ship Building and Ship Owning Interests of the House of Representatives, of which Gen. Slocum was Chairman, unanimously reported through Mr. Hunt of Louisiana, a bill embedying the substance of the Senate amendment above referred to and which, although at the head of the calendar and made an early special or-der, falled to be reached for consideration. Its sub-stance, however, was embodied as a part of the Pool Office Appropriation bill, and being by many members of the House believed not to be germane to that bill, and for other reasons, was defeated by a vote of 130 to 112. This Appropriation bill, when it came to the Senate, was amended by a provision as follows:

"For transportation of foreign mails, including transit seroes the lathmus of Panama, \$6.0,000. And the Postmaster-General is hereby authorized to enter into co tracts for the transportation of any part of said foreign mails, after legal advertisement, with the lowest respon-sible bidder, at a rate not exceeding fifty cents a nautipal mile on the trip each way actually travelled between the terminal points; provided that the mails so con-tracted shall be carried on American steamships, and that the aggregate of such contracts shall not exceed one-half of the sum hereby appropriated."

This sum of \$800,000 was specifically appropriated for

the use of the Post Office Department for the year and In the course of debates upon this amendment which passed the Senate by a vote of 30 to 18, it was demonstrated, as had previously been shown in the floure, that the revenue of the Government from its foreign mails for the year 1864 was \$3,157,622.68; the expenditures entailed therein \$362,804.22. leaving as a net revenue, without charge for estimated cost of in-terior service, the sum of \$1,784,818.41. It was claimed terior service, ins sum or p1,798,018,02. It was claimed that this was not entirely a profit to the Government, because the estimated cost of interior domestic mail service should be deducted. This was estimated at \$1,000.000.50, leaving at the very least a profit to the Government upon its foreign mail service of \$725,720.50. That

to the ships which has serned it, certainly seems fur

to the ships which has carned it, certainly seems fest.

As an example of how this profit is carned by the Government, and as a fit illustration of the policy of the United States as distinguished from that pursued by other Governments, the following instance was referred to, and may be cited:

In 1875 a postal contract was entered into between the colonial Governments of New Scaland and New South Wales with the Pacido Mail Steamship Company, whereby the former agreed to pay to the latter a subsidy of \$400,000 per annum for a monthly service of four ships to be maintained between San Francisco and the colonies. This subsidy was paid for the transportation of the colonial mails to America and the British everland mails from San Francisco to the colonies. With this larse payment the line was just about self-sustaining. Without it it could not have existed. The Government of the United States paid for its outward mails for six months the amount of \$5,802.82. The United States Government received for United States letters to the colonies twelve contaper half counce, and for newspapers two cents per half

per haif ounce on letters and nothing upon newspapers, so that curing the year 1884 the amount of postage recaived by the Government on United States mail sent from San Fraucisco to Australian colonies was \$30, 478.30. The whole amount paid for transportation was \$11,478.60, leaving a net profit to the Government of

The United States Oovernment received from the British Government, for the transportation of the Australian British closed mails conveyed between New York and San Francisco, six france per kilogramme for letters, twe trance per kilogramme for papers, or 52½ cents per pound for letters, and 17½ cents per pound for papers. Out of this the Government paid to overiand railroads for transportation of the mail, which it never opened, handled, or inspected, only the sum of 26 cents per pound for letters, pocketing the residue, paying not one cent to the steamship company for the conveyance of the mails from San Francisco to Australia, so that the Government earned a clear profit of 26½ cents per pound on the mails for doing nothing. The overland railroads receive 35 cents per pound for carrying the mails three thousand miles, and the Paoi fic Mail Steamship Company receive for transporting them Mail Steamship Company receive for transporting them seven thousand miles from San Francisco to Australia nothing from this Government, so that it may be fairly estimated that at every departure or a Facino Mail steamer from the port of San Francisco for Australia the Government realized a profit of \$5,000 and upward. [The pay given to the Red "D" Line during the past year will afford a fair illustration of the inadequacy of compensation. It performed \$1 trips, travelled 127,800 miles, received \$1,280.40, equal to about one cent per mile, or \$40 for each round trip of \$2,800 miles, or \$6 for each about \$34 for each port called at.)

The Senate amendment passed the House by a vote of 50 to 50, and a motion to reconsider was voted down by

Pursuing such a course of setion, it is not surprising that the Oovernment, while losing money on all other branches of its postal service, was realizing a profit out of its American ships engaged in the foreign trade, and while every country to which American steamships ply, whether great or small, paid fairly liberal rates to enable

whether great or small, paid fairly liberal rates to enable these lines to exist, the United States simply took advantage of this compensation made by other countries to render the outward service profitable to itself.

In the year 1884 the United States paid for transporting our mails to Mexico, West Indies, and to Central American States about \$10,000. Mexico said ten times that amount. The United States paid \$233,000 for carrying all its foreign mails all over the world. Italy paid \$2,000,000; France, \$4,500,000, and England over \$3,000.

The Brazil line receaved from the Brazil Government of the stream of t

ever. In November next the colonial subsidy above referred to will cease, and communication with Australia and New Zealand will end, unless the Posmaster-General will afford proper compensation, as he is authorized to do. That compensation, if made, would, under the terms of the colonial subsidy contract, have been turned over by the company to the colonies. The cessa-tion of this service is to be regretted, because, since the inception of that communication, the exports from the United States to those colonies have increased steadily pening states to those country introduced a teaching year by rear, so that exports which amounted to \$3,785,908 in 1874, amounted in 1884 to \$9,225,450, an increase of \$5,485,551 in ten years, more than 140 percent, while the imports have increased but little.

The passage of some law by Congress of the character

above referred to was not unexpected, for it had been suggested by the President of the United States, the Sec retary of the Treasury, the Postmaster-General, and the propriety of encouragement to the American merchant marine had formed the theme of an eloquent me sage from Gov. Cleveland to the Legislature of the State of

The appropriation of \$800,000 could not be distributed until the beginning of the fiscal year July 1, 1885. The repeal of the compulsory laws took effect on the ist of April, 1885. The steamship companies sought to take no advantage of the Postmaster-General's difficulty. It

force, authorized him, without any limitation whatever, to enter into contracts either with American or foreign steamships for the carriage of the mails. Section 4,000 authorized him to pay to American steamships the whole construed by an overwholming vote of the House of Representatives, which affirmed Chairman Springer's decision upon the point, to authorize him to expend to such steamships not only the sea and inland postage upon mail actually carried, but the net revenue de-

at this time to make any new arrangement, and when it was suggested that the mail would be carried during this interim without any agreement whatever, he declined to do this lest a cause of action against the Government. to do this lest a cause of action against the Government, based upon a quantum merust, might be created, nor did he desire that the matter of compensation for this period should be left to the decision of Courress. Upon the in-timation that the companies would receive fair treat-ment at his hands after the first day of July, they agreed to, and did continue to carry the mails at the for mer ra'es, which in many instances did not pay the com-panies for the cost of lighterage and cartage on the mails Y.

No concerted action of any kind was taken by any of the steamship companies, nor was any conference held between them: Representatives from each of the companies called upon the Postmaster-General to ascertain the course he proposed to sdopt after the first of July. A few days before that date, without any notice to the companies whatever, a communication appeared in the newspapers stating that the Postmaster-General declined to carry out the sot of 1885. As his objection appeared to be mainly predicted upon the feet that the course of the second control of the feet that the course of the second control of the feet that the course of the second control of the feet that the course of the second control of the second course of the second control of the second course of the second control of the second course of of 1885. As his objection appeared to be meanly cated upon the fact that the amount of the appropriation was only \$400,060, and as the service performed by the American steamers during the preceding year was nearly 2,000,000 of miles, it was apparent that if the full nearly 2,000,000 of miles, it was apparent that if the full allowance of 50 caute per mile were to be made to all lines that the appropriation would be greatly exceeded. It was to remove this embarrasement and for no other reason, and without any other combination or thought of confederation or joint action that the representatives of the Brazil line, the Red "D" line, the New York and Cubs Mell S. S. Ce. line, the New York, Havana and Mexican line, the lines to the Sandwich Islands, and the Clyde lines called together upon the Postmaster-General at Washington, to suggest that he, in his advertisement, restrict all contracts to a maximum not exceeding twenty cente per mile, so that even if every steambly line should receive a contract for the if every aleamship line should receive a contract for the year the appropriation would not be exceeded. This limitation was in the interest of the Government, and the joint action was taken in order to remove any embarrassment in executing the law, and for no other pu

When the representatives of the companies left Washington, no ofter or suggestion as to the compensation which the Government intended to apply was made, and the companies might then properly have refrained from continuing the carriage of the mails. Instead of this they permitted their vessels to be placed upon the Government's schedule for the mouth of July at the old rates, sent a joint communication that they would do so, and that they cannot be supported by the fully the receive way strength on an experient the 15th of July to receive way. expected, on or before the 15th of July, to receive some intimation from the Government as to the course it intended to pursue, so that if no arrangement were arrived at by that time the companies might refrain from carrying the mails after the lat of August without injury to the public. These were the only joint actions taken by the companies. About the 15th of July the Postmaster-General communicated with the various companies protesting against their joint notification, but making no definite suggestion as to the rate of compensation. The companies then acted individually, some proffering to take the mail at what would have been tentament to about twenty cents per mile; others askexpected, on or before the 15th of July, to receive som tantamount to about twenty cants per mile; others ask-ing for more definite information, and about the end of the month they were informed that in lies of the rates previously paid the Postmaster-General would give the sea and inland postage on mail netually trans-ported. When a suggestion of this character had been made to representatives of these companies at Wash-ington, they had unanimously declined it, for resecue set forth in the next paragraph.

VL. The companies have been adversely stiticised because

a just one! Let us see. When section 4,000, under a just one? Lot us see. When section 4,000, under which this compensation is sought to be made, was put upon the statute book the amount that might be paid thereunder, even conceding that the section was to be limited to the mail setsally transported on each steamer, was commensurate in some degree at least with the services notually rendered. The see and inland postage at that time was not five cents a letter, but was forty cents a letter per half ounce to half the foreign ports, twenty-five cents a letter to China and Japan, thirty cents to Australia, The great nations of the earth met at Paris and at Berna, and for the good of the whole world they agreed upon pocial regulations and upon certain postages that Berne, and for the good of the whole world they agreed upon poctar regnizations and upon certain postages that should be paid on letters and papers, and they cut down the sea and inland postage to about five cents per half ounce per letter. This was conceded as an international courtesy and as a boun to the people of the world. No one presented that this act of generosity should be made at the appense of the carriers. Every other nation except the United States entered into fair arrangements with the carriers for the transportation of the mail, entirely transportation of the mail entirely carriers for the transportation of the mail, entirely irre spective of the postage paid thereon. Austria paid five millions france per annum, from 285-100 to ten france per league; England, Effect millions of france per an-num, from twenty-five to ninety france and from forty-

num, from twenty-five to ninety frances and from forty-five to seventy france per annum; France, thirty-two millions of frances per annum; Epain five millions of frances; Reigium, one million of dedirer; Holland, two millions of france; Italiy, eight millions of france. The United States took the five cents for each letter and arbitrarily doled out one-third of it to the American steamships, entirely indifferent as to the extent char-acter, regularity, or nature of the service rendered, pay-ness much from Ker West to Havana or from Souton to Halifax, as from San Francisco to China, or from New York to Yeneszela. Can it be claimed that even if the whole of this rate be

Can it be claimed that even if the whole of this rate be paid to the steamships that had no voice in fixing it—a rate that while by no means just for short service and for light mails, is clearly unjust for extended and lengthened service—that this is a fair compensation under any circumstances to the carrier?

It can be demonstrated in the case of nearly every company that even if the whole of the sea and inland postage thus arbitrarily fixed at a minimum be paid them that the actual expense attendant upon the receipt, delivery, and care of the mails will not be covered. Some suggrestion has been made that this payment of

delivery, and care of the mails will not be covered.

Some suggestion has been made that this payment of sen and inland postage on letters would probably exceed a similar payment upon a like volume of ordinary freight. But when it is borne in mind that precedence has always been given to the mail business over all other business; that all the arrangements of the companies have been subordinated to the mail service so that it might be performed with promptness, regularity, and despatch; that the sailing of steamers has been delayed and expedited, owing to the view that the most important service that the steamenship was to perform was that of prompt and regular communication; when it is remembered that special rooms are reserved for the custody of the mails, special clerks appointed to take charge of them, that mails are expedited to Post Offices at all points of departure and arrival; that in the event of casualty or accident—officers are enjoined to preserve the mail at all hazards, and that Government mails were to be considered secondary only to human life itself-it will scarcely

Did the companies err in declining to place their ves sels on the August schedules, and in refusing to receive mails from the Government for sea and inland post-age, and should they have continued to reader the service as heresfore, leaving the matter for Con-gress to determine? Congress has determined the question. It has placed at the disposal of the Fost-master-General absolutely the sum of \$800,000 for expenditure upon forsum malls. The first paragraph of that section is mandatory, and directs the disbursenent of that sum. About \$350,000 of it is required for the use of foreign steamships. It was clearly the intention of Congress that \$444,000 of the amount should be disbursed to American steamships. The ap-propriation in question is made as clearly and distinctly as any appropriation of like character is ever made, and if the plain direction of Congress is not followed now, what assurance have the companies that it will be fol-lowed hereafter? But assume that this appropriation is steamships, without limitation, as to the amount of expenditure under section 4,007, after advertisement to the lowest bidder. It was suggested that he avail himself of this authority. Had the response to his advertisement indicated any rapacity or greed on the part of the companies there would have

to, was declined. The sea and inland postage was inadequate payment. They could not be required compulsorily to accept it. They refused to accept it. Were
they not justified in so doing?
It has become a matter of principle with them.
They have refused the profer of the Government, and yet they continue to carry the mails as the law permits them to do without any compensation to themselves, conveying such latters as may be delivered them by the public enclosed in properly stamped envelopes. The Government is at no loss; it will receive the whole of the sea and inland postage; the public is at no loss. It has now the advantage of de ciding whether to send its mails by the various companies or whether to take advantage of the new facilities that the Government affords by carrying the mails in foreign ships—facilities by which the mail will reach Japan from San Francisco in sixty days instead of

eighteen days as heretofore. Conscious that for the last ten years they have per-formed a faithful service to the United States Govern-ment without fair compensation; that their duty to the public has always been faithfully performed; that they have offered to assist the Government by fair concession in administering the laws equitably; that that they have been guilty of no improper confederation or combination and that the perthat they have been guilty of no improper confederation or combination, and that the payment that his been tendered them is not a fair compensation for the service that is exacted from them, the American steament p companies present this statement of their grievances with confidence that their mo-

BOULTON, BLISH & FOLLETT, General Managers.
The Pacific Mail Steamship Company, by JAMES B
HOUSTON, President. Cubs Mail Steamship Company. F. ALEXANDRE & BONS, New York, Havana and Mex

Wanted --- Females.

A — UP.TG WN A BVE MTSEEMS

A . May leave their favors for The Sox at the only authorized up-town advertisement offices:

1.538 Stroadway, corner 31st at, till 9 P. M.

958 Stroadway, between 22d and 22d ats, till 9 P. M.

250 3d av., entrance on 47th st., till 8 P. M.

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1.507 3d av., mear 50th st., still 8 P. M.

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No extra charge.

A - A - A - A - A - Wanted Btylish young ladies A - measuring 30-inch bust for our clock salesroom, A - Apply at MEYER JOAASSON & CO. S. A - A.—Expert corders on corded band chemises;
A - expert W. A W. operators on ladies' under wear.
F. H. O'HABA, 59 Walker et. BOOK BIN DER N. - Wanted, 50 folders, gatherers at MonEaL's Bindery, 780 and 741 Broadway.

BOANAZ operators; good hands; also small girls. BUNNAZ operators wanted: from \$8 to \$12 per week for steady hands. Whispenard at. EXPERIENCED girls for frame and table work on upholstery fringes; also good plush ball finishers DREYFUS BROK, 52 Lispenard et.

EXPERIENCES hands wanted on suspenders: EXPENSENCED operators on finnes shirts, in EXPERT hands on Christmas novelties. Apply at

F REE Sewing Macnine School, open daily from 9 to 3.

A turis' Lodging House, 27 St. Mark's place, 8th st. PAPER Ber Et. Wanted, good hands on large glue work. 18 and 15 Lispenard at.
R. A. WAGNER & BRO. PAPER BOX PA. - Raperienced hands on glue work enly. DAVID 8. BROWN & CO., Bank st., and North River.

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SMOE FITTEMA wanted on men's fine shoes.
J. PARSONS, 146 1st st., Brooklyn, E. D. TO HATTERS. - First-class slik and felt hat trim-more; also plush newer. JOHN CALLAHAN, 182 Bowery. WANTED-Pirat-class paster girls on cigar boxes; must understand the business. Olgar box factory, No. 311 to 235 East 11th st. WANTED-First-niase caramel wrappers, immediately, of GREKH & BLACKWELL'S, 167 Duane of

WANTED-Ten experienced frame hands. END-WAN FEB-Piret-class operators on kill suits. Ap-ply at 100 South 6th st., Brooklyn, E. D. WANTED-Experienced operators on ladies' fine W Bost 115th of

Wanted-Binles.

A BRIGHT shipping clerk; only those who have A been employed in a bakery or grocery need apply. Address KEENE, box 123, Hun office. A TOUNG MAN to work in an office; live with employer, Address ATTENTION, box 100, Sun office. A . Flushing av., Brooklyn, E. D. M. CORDIAL.

GRO. UIBRL, 207 Pulton st.

A GEN TA to sell patented article. Apply to-day between 2 and 5 P. M. 525 Broadway, 2d floor. A YOUNG MAN wanted to de general work of a meat market. Apply at 677 Green wich st. A BMART dinner waiter wanted, 5 Front st. BOY who understands turning wheel and speed silk: Batch I.A TERR wanted; Bast 27th st. between 2d and 3d ava; bring tools. JANES COX

BOY used to polishing brass wanted, HENDERSON & MORRIS, 200 Monroe at. BLACK-MITH HELPER, GOODARICK, 10th BUT to work in kitchen. 550 11th av.

CYLINDER PEEDER wanted; used to stop and EXPERIENCED knife outler on flannel shirts. EXPENSENCED paper cutter; one used to Cham-

FIRST-Ct. Ass carriage painter; one that can stripe and finish; also a blacksmith helper. Apply at 756 to 744 Atlantic av., Brooklyn. G LASS STAINER.—Good painter and designer wanted. OTTU P. PALCE, 34 East Houston st. HORSERSHOERM.—A boy that can drive shoes
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HOMEE-HOER,-Wanted, a Breman. 76 South 5th HATTFRE.-Wanted, 5 finishers on men's soft felt hate, 572 3d av., near 37th st. METAL PATTERN MAKERS WANTED.—
MAddress, stating experience and compensation expected, THE TALE & TOWNE MFG. CO., Stainford, Cons.

OPERATOR wanted who thoroughly understands the copying business. Apply at 4 Mulberry st. DOOR FAMILIES, with children, destring to go to west, and who have not sufficient means to reach their destination, wil be helped, if proven worthy, by the CHILDREN'S AID SOURTY, 24 St. Mark's place, New York.

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1 & Principale for High Schools; 2 Music; 2 Art; 2
Penmanship; 8 Literary; 3 Austriant Literary; 2 Language; good positions 375 to 2000 per fronth. Enclose stamp, SOUTH. EDUCATIONAL BURRAU, Norcross, Ga.

TO MATTERS.—Wanted, silk has finishers; also I young man to make himself generally useful around store and factory. JOHN CALLAHAN, 182 Bowery. TinmitTil.—Wanted, a tinemith who has worked I at the trade to learn the hot-air furnace branch tinil at 167 Flatbush av., Brooklyn. TRIMMING CUTTER wanted on gentlemen's WANTED-Five young gentlemen and four ladies to learn telegraphy; good positions, when competent, at salaries from \$5 to \$125 monthly; every graduate obtains a steady situation as soon as qualified. Call at or address, with stamp, Metropolitan Tolegraph Institute, \$52 Broadway, opposite City Hall Park.

W.A.S.TEB-Three boys about 16 years old for office work; must write a fair hand; also two as stock boys and parosi wrappers. Apply to Superintendent, hird floor. E. Niller & SONS, Grand and Allen st. WANTED-Boy about 17 years old to make himself wenerally metul; one with an idea for drawing preferred; salary \$3.5 · to commence with. Address W. H. A., box 139, Sun office.

WANTED-By a first-class wall-paper manufac-tory, a man who thoroughly understands the man-ufacture of raised papers. Address MANUFACTURE, Sun up-town office, Loss Broadway.

WANTED-Wall paper machine runner; must us-derstand bronze work; steady work and good wages. Apply to GEORGE D. McILVAINE, Rosemore Hotel. WANTEB-A first-class such and blind maker to work at machine and carpenter work. J. HEBERLEIN, North 3d av. and 140th et. WAN'TEB-5 good men's elething cutters; none but good workmen need apply.

LEVY BROS. & CO., 472 Broadway.

W ANTED-Foreman f r galvanized iron cornice business. Apply at 445 West 45th et. HOEFKR & VINCENT. WANTED-Ship carpenters to work on dredging machines at Aspinwall; good wares and steady work. Apply foot of Morgan st. Jersey City. WANTED-A first-class shoemaker; must be ober and reliable. Apply at MILLER BROS.', 88 Gold st., at 10 A. M. to-day.

WANTED-Steady young man as third hand on bread. AMERICAN BARING CO., 179 Myrtle av., WANTEB-Engineer who can saw kindling wood wand keep saws in order. Wood yard, 318 W. 41st st. WANTED-500 painters to attend a picnic at Jones's Woods this evening, Wednesday, Aug. 12

WANTED-A fireman and floorman horseshoer 1,649 Sd av. WANTED-Tin roofers. RULER, 83 4th av. WANTED-Machinist, corner Washington and Stee-WANTED-100 bricklayers. Apply on promises

WANTED-A florman horsesboer who can fit and drive. 39 South 5th av. WANTESI-Good workman, slater and tin roofer, WANTED-A compositor for German and English at 226 East 57th st. WAN PED-A good watter; wages \$7 per week. 177 WANTED-Ploorman horseshoer. 557 West 29th

WANTED-A good, steady waiter. 583 lat av. 25 \*TRONG, active young men to learn Browntone Cutting at New York Trade School, let av.,
Gith and 8th his., commencine Oot. 26. Evening inirruction. Terms molerate. Arrangements made with
Masters' are monthly associations for work on
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A YOUNG MAN, soher and industrious, capable of A speaking German and English languages, five years practical machinist, walnes a position to become regular engineer; is willing to start as fireman in city or country; can furnish highest recommendation as to reputation and trade. MAN, box 134, Sun office.

A MEVG I.E young man wants a job as second or third hand on tread; assist on cake if required; is sober and steady; best reference from last employer. Address BAKER, box 110, Sun office. Address BARDI, but 110, but once.

A RESPECTABLE WOMAN where a few A places in private families to go out by the day; good laundress: no objection to laundry; city references, if required. Call at 414 West Twenty 5 fits at. A YOUNG married man, 28 years, willing to work wants a situation; speaks four languages. STEADY box 137, Sun office.

A RESPECTABLE young girl wants a situation to do housework; willing and obliging. Call at 33 BAKER, with best reference, wants situation as O'Compor. COMPOSITOR wants a situation: can set in dif-ferent languages, Address POLYGLOT, box 136, D. U. BENG. - Wanted, situation as a jobbing plumber; good reference given. Address S. B., box No. 189, Nu office. SITUATION. WANTED by two men as second hands on bread; city or country. Call for three days at 220 Bilery st., Brooklyn, R. D.

SITUATION WANTED by a first-cless cake and ple baker who can ornament. Oall for three days at litt with av., in barber shop. 121 8th av., in barber shop.

To BOAS BAKERS.—A young man wishes a situation to take charge on bread and cake in the country. Call or address, for two fays.

HAKER, 202 Bowery, New York city. MAKER, 202 Bowery, New York city.

W ANTER-A situation as bartender or waiter by young Swede who can soeak German and English has been in the outsity for the part two months; aged 21/years, can come well recommended. Address GEO, STIEMBERG, care of Charles F. Stieuberg, 61 Little st., Brockiys, N. Y.

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All scoursion tickets over list routs purchased in New
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Special express trans will leave.

\*\*Rew York, foot of Liberty at. H. R., at 8:15 A. M., \$2 28

Brooklys Bridge Pier at & A. M.

\*\*Perintry leave Gless Oneko, 5 P. H.; Masch Chunk, 520 P. M.; reaching home about 9 P. M.

\*\*Per information apply te H. P. BALDWIN, Gen'l East.

\*\*Pass. Ageat, 119 Liberty st., New York. S TABLE'S EXCURSIONS.—Pinest Facilities of Piret-class steamers, barges, and groves to charter. Offices—First R. H. E., foot of Certiands at, an ecraser 7th av. and dad at : open from F A M to 5 F M., also 1 to 4 F M. Bundays. Up-town after open steamers, &c.

Excursions.

I RON STEAMBOAT COMPANY. IRON STRANBOAT COMPANY, IRON STRANSOAT COMPANY, FOR CONRY ISLAND

CONBY ISLAND CONET ISLAND AND LONG BRANCH. LONG BRANCH. LONG BRANCH

The only all-water route and only line lan Great Ocean Iron Piers. FOR CONRY ISLAND.

Leave 23d st., N. R .- R. 10, 11 A. M., 12 M., and I, 1:65, 180, 8:15, 4:10, 5, 6, 7, 8, and 9 P. M. Lanva Pier L. N. R. (Battery place station Rievated Railroad), 30 minutes later. Beturning, leave Coney Island, New Iron Pier-10:40

and 11:40 A. M.; 12:40, 1:40, 2:40, 8:25, 4:10, 5, 5:45, 5:60, 7:60, 8:60, 9:60; and 10:80 P. M. Last boat at 10:30 P. M., landing at Pier I only.

FOR LONG BRANCH. | Leave | Leav

Excursion tickets sold at all down stations elevate allways; passengers holding 2d and 3d av. Iron Steam boat excursion tickets transferred from South Ferry to Battery place station free of charge both ways. No freight or baggage taken or checked.



Pier IS, H. B. 8.40 A.M. 10.40 A.M. 11.40 A.M. 1.250 P.P. M. 2.100 P.M. SPECIAL L.NE PROM HARLEM ONLY,

1.05 P. M. Prom 1334 84. NOTE.—Harlon boat does not run Sundays.

Retarning, lovve Gien Letand 10.15 A. M., landing of Eddat, and Pier 18 N. R.; 11.15 A. M., 12.15 P. N., 1.15 P. M. for Pier 18 only; 3 30 P. M. for Edd at. only; 8, 6, 7, and 8 P. M. for all New York and Brookly; 1 and 2 P. M. for all New York and Brookly; 1 landings; 11.20 A. M., 20 and 7.30 P. M. for Exrous only.

EXCURSION TICKETS, 460. CONEY ISLAND.

BAY RIDGE BOATS
From the foot of Whitehall st.
THE OWLY FLACE IN NEW YORK
ALL BLEVATED ROADS WITHOUT CHANGE. The only route direct to all points on CONEY ISLAND.

Oonneoting at Bay Ridge with trains for MANHATTAN BEACH, Glinore's Band, and the Great Fireworks. BRIGHTON HEACH, BRIGHTON BRACH,
Seventh Regiment Band, and the Baces.
WEST BRIGHTON BEACH,
Contennial Observatory and Paul Bauer's Cosine SEA BRACH BY THE SEA. OLYMPIAN BRATING RINK, and the GREAT OCEAN THOM PIERS.

Excursion tickets for sale at all down-track stations of the elevated railways. NO DELAVALII NO DURTIN BAPE AND COMMODIOUS ROATS(II BURR CONNECTIONS) BOATS BYERY HALF HOUR.

CONEY ILLAND. GO QUICK SEA BRACH. EXCURSION TICKETS 40 CBNTS.

For sale at all elevated stations and at Whitehall at EVERT BOAT connects with the Bea Beach trains. Twelve minutes from Hay Ridge. FOR ROCKA WAY REACH.
THERE TRIPS DAILY
BY THE FOWERPUL REA STEAMERS,
COLUMBIA AND GRAND REPUBLIC.
PARE FOR THE ROUND TRIP, SO CENTE. LEAVE:

LEAVE:

W. 22d st.,
N. R.

5:30 A. M.

6:50 A. M.

10:01 1:30 F. M. 1:40 F. M. 2:50 F. M. 2:50 F. M. RBTURNING WERK DAYS:

Leave Rocksway: 11:30 A. M., 5 and 6:30 F. M. Brooklyn Annax hoat, leaving Jersey City at 5:15 and 10:35 A. M., and 1:35 F. M., connects with steamhoats at Jewell's Wharf. Music and refreshments on board. Excursion tickets sold at all down-town track stations on elevated railways. Fassengers from 2d and 3d av. lines holding Encksway Beach tickstw will be transferred from South Ferry to Rector st. free of charge both ways. Excursion tickets also for asle at 7, 307, 315, 421, 851, 940, and 1,140 Broadway, New York. PORT LEE PARK. DAILY TIME TABLE A magnificent view from the river of the last resting place of GEN. GRANT, AMERICA'S GREATEST HERU. THE GREAT POPULAR DAY BUNMER RESORT.
GRAND ROUND EXCURSION INCLUDING ADMISBIUN TO SKATING HINK, 25c. TEN MILES SAIL
DANGING IN the PAVILION From 2 to 10 P. M.
BOATING, BATHING, BOWLING, and BILLIARDS.

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Steamer's leave, at 22d Leave Port Lee, landing at and 34th art 34th and 22d sts. N. R. 10

Sthand Sth art N. R. 10

Sthand 22d sts. N. R. 10

Sthand 22d sts ROCKAWAY BEACH,
Via New York, Woodhaven, and Rockaway R. R.
Woodruff Parlor Coaches on all L. I. City trains.
The only all-rail route to the Beach; time 30 minutes.

Week day trains leave Long Jeland City 6, 7, 9:15, 10:15, 11:15 A. M., 1:15, 2:15, 5:15, 4:27, 6:45, 7:15, 8:10, 9:25 P. M. Leave Rushwick 0, 7, 9:15, 10:25, 11:16 A. M., 1:15, 2:15, 5:10, 9:25 P. M. Leave Flatbush av. and Bedford 6:45, 9:20, 10:40, 11:40 A. M., 1:15, 2:15, 3:15, 6:16, 8:10 P. M. East Platbush av. and Bedford 6:45, 9:20, 10:40, 11:40 A. M., 1:20, 2:29, 15:20, 4:20, 5:20, 6:45, 8:10 P. M. East New York 10 minutes later. Sundays only—Leave Rushwick 7:10, 9:20, 10:40, 11:40 A. M., 1:15, 2:15, 4:15, 5:15, 6:10, 7:18, 7:50, 8:15, 9:15, 10 F. M. Leave Bushwick 7:10, 9:20, 10, 10:25, 11:40 A. M., 1:15, 2:10, 3:15, 4:15, 5:10, 6:72, 8:15, 9:20, P. M. Leave Flatbush av. and Bedford 7, 9:24, 10:40, 11:40 A. M., 1:15, 2:10, 3:15, 4:15, 5:10, 6:72, 8:15, 9:30, P. M. Leave Flatbush av. and Bedford 7, 9:24, 10:40, 11:40 A. M., 1:30, 2:29, 9:20, 4:29, 5:40, 8, 9, 10 P. M. East New Fork 10 minutes later. Returning trains leave the Seach almost hourly to 10 P. M. MANHATTAN BEACH.

TRAINS HALF HOURLY EAST SATH ST.

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DAILY F. X. CURTEDNA.

By steamers IDLEWILD and ACCOMACK.

By steamers AUCOMACK.—Lasting Pier 24, R. R. (Pock slip), 920. A. M. (Seast Dist on June Pier 24, R. R. (Pock slip), 920. A. M. (Seast Dist on June Pier 24, R. R. (Pock slip), 920. A. M. (Seast Dist on June Pier 24, R. R. (Sands Foilt, Glien Cova. Sea Cliff, Glien, Great, Sands Foilt, Glien Cova. Seast Cliff, Glien Cova. Seast Dist with June Pier State Pier Stat NEWBURGH AND WEST POINT. 

Returning reach No. A.—Pienty of Sah at the present I time. See-roing steamor THOWAS A. MORGAN Gully from \$1 st. K. K., 7 A. M.; Bessman at., 720; Franklin at., M. R., 6:15. Music dancing, refreshments told, and tackle. Yers—Gents, 75 cents; ladle; 50 cents.

H. J. MARTUNO. LING JALAND RAILROAD.

LEAVE 34711 ST., RAST RIVER, 8:20, 7:45, 8:45, 10:45

A. R., 13:45, 1:45, 3:45, 4:45, 5:45, 6:45, 8:45 P. M.,

BUNDAYS ORLY, 6, 9:15, 10:30 A. M.; 1:15, 2, 2:45,

3:45, 4:45, 7, 8:15 P. M.,

LAST TRAIN from Long Beach 10:15 P. M.

Fig. M. F. N. G. M. A. N. M. . Daily steamer J. B. SCHUY LEE from East 23d st., 7; 3d st., 7; 10; Peck sitp, 7; 20; Franklin st., N. B. B. 20; A. M. Fare—Gents, 75c.; ladies 50c. Sait. refreshments, and fishing tackle on board. AL FOSTER. FORT LIFE PARK, OHRAP EXCURSION, PARE REDUCED TO S CENTS. EXCURMINATION to Pire Island Beach daily from Bas Bits at. N. Y., S:15 A. M., and L. I. Oity, 5-26 A. M.

FOR CHARTER-Steamer JOHN E. MOORE and ethers; small period a specially. Apply 818 West of



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Open from 11 to 11. Sundays 1 to 11.
OUR DEAD HERO, GENERAL GRANT,
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TWO PERFORMANCES TO DAY,
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HATINER AT 2 O'CLOCK.
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PAIN'S GREATEST SUCCESS,
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Summer Mesorts. SURP HOTEL, PIRE ISLAND BEACH. dise for children. Sea breezes without seas Leave 34th st., East River, 8:15 A. M. 4:15 P. M.

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